

Dr. Johns

Board - June 1/61

P A R K I N G

ON THE EDMONTON CAMPUS

REPORT BY THE SUB-COMMITTEE ON PARKING
OF THE BUILDING AND GROUNDS COMMITTEE
UNIVERSITY OF ALBERTA
EDMONTON

MAY 1961

May 20th, 1968

Minutes and Report of the Faculty
and Graduate Council
University of Alberta
Session: 1967-68

Page 311

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J. J. Baker, Director
Working Unit-Committee

May 24th, 1961

Chairman and Members of the Buildings
and Grounds Committee
University of Alberta
Edmonton, Alberta

Dear Sir:

At the September meeting of the Buildings and Grounds Committee a sub-committee to deal with parking was set up. After an extensive study this sub-committee is now able to submit its report dealing with the Edmonton campus.

The sub-committee investigated the number of parking stalls available, how these stalls could best be used and how many could be added at reasonable cost. It soon became apparent that it would be difficult if not impossible to have the number of stalls keep pace with the ever increasing enrolment. For that reason the whole problem of transportation to the campus was examined.

The sub-committee has come to the conclusion that it is now necessary to make a clear policy decision on whether the University is going to cater to the student automobile or to bus transportation.

The report hereby submitted is based on providing adequate staff parking and adequate student transportation by bus.

Respectfully yours,

J. J. Bakker, Chairman
Parking Sub-Committee

JJB: DM

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ACKNOWLEDGEMENTS

The sub-committee gratefully acknowledges the assistance received from the many individuals who had valuable suggestions to make. In particular we wish to thank:

The Campus Patrol for making the inventory of parking stalls.

The Advisor to Men students for his suggestions.

The Building and Grounds Departments for their help, maps and suggestions.

The Bursar's Office and Registrar's Office for making vital statistics available.

The Edmonton Transit System.

MEMBERS OF PARKING SUB-COMMITTEE

Chairman: J.J. Bakker
Assistant Professor, Civil Engineering

Members: J.M. Whidden
Bursar

Lionel Jones
Student Representative September 1960 - March 1961

Jim Cattoni
Student Representative April 1961 -

REPORT BY THE SUBCOMMITTEE ON PARKING TO THE BUILDINGS AND GROUNDS COMMITTEE

1. INTRODUCTION

There are two ways of overcoming the parking problem on the Edmonton campus:

1. To increase the supply of parking spaces
2. To reduce the demand for parking spaces

With the present rapid expansion of the University the available vacant space will be required for new buildings such as the new Education Building, Library, Social Sciences Building, etc. Any new building will reduce the amount of potential parking spaces available and at the same time increase the parking demand by faculty, staff and students. Unless it is decided to convert the few remaining green areas into expanses of asphalt and stored tin, there is little scope for increasing the parking supply. Parking structures are not at present economic and financing would be difficult. With effort it might be possible to keep the total supply spaces constant for the next 3 - 5 years.

It will therefore be necessary to reduce the parking demand and to set up strict polices to regulate the use of the parking spaces available. The parking demand can be reduced in the following ways:

1. To encourage the use of City Transit by means of season tickets, better service of existing routes and more special morning routes.
2. To discourage either financially or by regulation the use of automobiles by students.
3. To increase the living accommodation for students within walking distance.

It is proposed in this report to allocate the available parking spaces in the following order of priority: Faculty and Staff, Visitors, Graduate Students with part-time teaching employment at the University, and Students. It is further intimated that no proposals regarding parking regulation will be possible without adequate enforcement in the form of tickets, fines and a compound for tow-away cars.

II. THE SUPPLY OF PARKING SPACES

At present there are the following number of parking stalls available in the area bounded by 87th Avenue, 116th Street, Saskatchewan Drive and 112th Street.

Faculty and Staff	285 plug-in stalls
	451 other stalls
Visitors	34 stalls
Students	860 stalls

It is possible to add extra stalls within the staff area as follows:

On 89th Avenue, West of Students Union Building	38 stalls
North of the Engineering Building	12 stalls
Along the drive west of the Tennis Courts	90 stalls
In front of the Arts Building by making the driveway one-way and using angled parking	36 stalls
	—
Total extra staff stalls available	176 stalls

The construction of the Education Building will mean a loss of 250 stalls for student parking. In 1963 another 100 stalls will be required for the Education faculty and staff. The old Drill Hall site can provide another 250 stalls and the Saskatchewan Drive lot can provide an extra 70 stalls.

III. PARKING DEMAND

1. Staff and Faculty

Year	Staff	Faculty	Permits issued	Stalls needed
1958-59	644	407	650	unknown
1959-60	836	461	800	unknown
1960-61	1047	594	1180	736
1961-62	1117*	642*	1300*	870*
1962-63	1167*	690*	1400*	970*
1963-64	1267*	730*	1640*	1220*
1964-65	1300*	795*	1750*	1330*
1965-66	1350*	880*	1900*	1500*

* Estimated

The trend is for new staff and faculty to locate further away from the University with the natural result that they will use a car for transportation.

2. Student Parking

Year	Edmonton Enrollment	Net Students on campus	Student permits	Student stalls
1958-59	5426	4102	1150	500
1959-60	5922	4328	1350	540
1960-61	6537	4688	1700	740
1961-62	6841*	4776*	1800*	790
1962-63	7359*	5179*	2000**	?
1963-64	7776*	7386*	3300**	?
1964-65	8443*	8038*	3625**	?
1965-66	9369*	8954*	4075**	?

The area north of the drive in front of the Math-Physics Building was not included.

* Estimated totals

** It has been assumed that only half the new students would apply for a permit

Due to the limited housing within walking distance of the campus, it can be expected that additional students will attempt to use cars for transportation. However at the same time more stalls will be needed for staff and faculty and as a result the number of students using cars should be reduced. This can be achieved by the following means:

1. Have more residences for students on the campus.
2. Better transit service from different parts of the city.
3. To restrict the use of cars by students who live within the range of the Transit System.

IT SHOULD BE MADE CLEAR TO FUTURE STUDENTS THAT THE UNIVERSITY IS A PLACE OF LEARNING FIRST AND FOREMOST AND THAT STUDENT PARKING IS A PRIVILEGE AS DISTINGUISHED FROM A RIGHT. Parking just cannot be provided to anybody and as space becomes limited student parking will be the first to suffer.

IV. PROPOSALS REGARDING PARKING SUPPLY

1. It is recommended that all new buildings have sufficient parking space near them for staff and faculty. This space should be in the form of bays or lots such as near the Math-Physics Building.
2. It is recommended that new parking areas should be landscaped.
3. Students should also be encouraged to use the auditorium lot more than in the past.
4. It is recommended that permanent parking lots be paved and temporary lots be gravelled and oiled.
5. The cost of parkades is about \$1500 per stall, to this figure should be added land and operating costs. The hourly charge would be between 30 and 40 cents and the monthly rental about \$20 and \$30 per car. Parkades also require the same rates on all parking spaces in the vicinity of the parkade (Windsor Park, Garneau and University area). Parkades are therefore not recommended for the present.
6. If the University is going to expand into Garneau, and lots that become vacant could be made available for University parking until required for other purposes.
7. It should be realized that "park and ride" is now possible from Westmount and next year from Bonnie Doon. This form of transportation is cheaper than parkades. The University farm might provide another possible future parking lot and has a direct bus service to the campus (route 23).
8. Any area on the campus not presently needed for landscaping or building can be used as a temporary parking lot until needed for other purposes.
9. The west portion of the Ring Road could be widened, so that parking can be permitted on both sides. It is recommended that a plan be prepared by Mr. Knowles in consultation with Messrs. Bakker, Brooker, and Ryan.
10. It is recommended that the Saskatchewan Drive lot (present capacity 65 cars) be extended west. Before this extension is proceeded with a plan is required for the area between the Ring Road and the River.

11. If the Tennis Courts are moved, the area behind Pembina Hall could be made available for parking.
12. It is recommended that in the existing lots where there is angled parking, one-way signs be erected.
13. At present the occupancy of student cars is about 2 students per car. A greater occupancy should be encouraged for the lots nearest to the campus. It is recommended that a charge of 10 cents be made for nearby students on the lot south of the Students Union. This lot is being hard surfaced parking. The charge could be collected by coin actuated gates. Outlying lots and the Auditorium lots would however remain free.
14. It is recommended that the drive in front of the Arts Building be made one way and angled parking be used.

V. PROPOSALS REGARDING SPECIAL STALLS

A. Visitor stalls

Visitor stalls are required near the Medical Science Building and at a few other locations such as the Biological Science Building. These stalls should be provided with parking meters with a 2 hour limit at 5¢ per hour so as to keep out students and staff members. Cars belonging to staff or students found in visitors stalls should be towed away. Visitor stalls without adequate enforcement will not serve the intended purpose.

B. Short time stalls

Short time (10 minutes) stalls are required at the following locations:

- a. Library, so as to be able to return books
- b. Post Office and Administration Building
- c. Student Union
- d. Campus Patrol Office

These locations should be signed: "Passenger Loading Zone, Time Limit 10 Minutes". Enforcement should again be of the tow-away kind.

UNIVERSITY OF ALBERTA

Edmonton, Alberta

Office of the Assistant to the President

MEMORANDUM TO:

President

Rev. Bracken phoned to say that the investment for gates for the parking lot behind the S.U.B. would amount to \$5,000 which, should be recovered from tolls.

He would like to know whether or not an authority can be given to proceed with this expenditure.

AK

1/6/61

11. If the Tennis Courts are moved, the area behind Lodgepole Hall could be made available for parking.
12. It is recommended that in the existing lot where there is asphalt parking, one-way signs be erected.
13. At present the necessity of street work is about 2 blocks west of the center. Greater economy should be encouraged for the lot nearest to the center. It is recommended that a change of 10 yards be made for parking spaces on the lot south of the Student Union. This lot is being used for parking. The change could be collected as soon as the lot is being used for parking. The change could be collected as soon as the lot is being used for parking.
14. It is recommended that the lot at the end of the lot be made one way and asphalt parking be made.

V. PROPOSALS REGARDING SPECIAL STALLS

A. Visitor stalls

Visitor stalls are required near the Hall and Science Building and at the other locations such as the Biological Science Building. These stalls should be provided with parking meters with a 5 hour limit at 15 per hour so as to keep out students and staff members. Cars belonging to staff or students found in visitor stalls should be towed away. Visitor stalls without adequate enforcement will not serve the intended purpose.

B. Short time stalls

Short time (10 minutes) stalls are required at the following locations:

- a. Library, so as to be able to return books
- b. Post Office and Administration Building
- c. Student Union
- d. Canyon School Office

These locations should be placed: "Passenger Loading Zone, Time Limit, 10 minutes". Enforcement should again be of the one-way kind.

VI. PROPOSALS REGARDING ENFORCEMENT

1. Effective enforcement requires that teeth be put in the parking regulations. To post regulations and a schedule of fines without being able to carry them out, makes the job of enforcement impossible and ineffective. NO PROPOSALS OF ANY COMMITTEE WILL HAVE ANY VALUE UNLESS ENFORCEMENT IS IMPARTIAL, SWIFT AND EFFECTIVE. The administration of parking and traffic regulations shall be carried out by a Traffic and Parking Committee comprising of Mr. Whidden, Mr. Bakker, Mr. Knowles and a representative of the Students Council.
2. The system of tickets and fines should be continued, however the pink or any other warning slips can be dispensed with. Students have the right of appeal to the Dean's Council through the Advisor to Men's Students.
3. Students cars found in staff or visitor areas should be towed away to a fenced compound where students could redeem their cars after payment of a fine and the towing charges. The storage compound next to the Hydraulics Building could be used for this purpose.
4. No staff cars should be permitted in student areas.
5. All student permits should be of the decal type. The colour scheme for these permits should be changed annually. Permits will only be issued to students showing proof of financial responsibility i.e. public liability. Each permit should show expiry date, the registration number of the student and the license number of the car. A copy of each application form for student permits should be filed with the campus patrol (for license numbers).
6. All student and staff permits should be affixed on the rear window at the right bottom corner.
7. Students failing to register a car and display the permit will be liable to a fine not exceeding \$25.00. Enforcement of these regulations will commence on October 1st for the winter session.

VII. PROPOSAL REGARDING TRANSIT

1. At present only 3 routes serve the center of the campus well. Better service would be provided if routes 6 and 23 were also routed through the campus and if route 3 went downtown on a more direct route.
2. Route 23 which serves the Groat Road and the South Side (109th Street & 65th Avenue) should be routed via 114th Street, 89th Avenue and 116th Street. It is recommended that the west gate on 89th Avenue be opened for bus traffic. (The frequency of this bus route is one per hour with a few extra runs in the morning peak hour).
3. Route 6 now terminate in front of the University Hospital. This route should be extended along 114th Street to 89th Avenue returning via 112th Street. Since this is a trolley route, this will mean trolley wires on the above streets. The University Administration should contact the ETS to press the above changes. Obviously the Transit System is only going to make investments towards University service if their system is going to be encouraged rather than the building of parking lots. It should be realized that route 6 can only be extended if traffic lights are installed at 114th Street and 89th Avenue; and if 112th Street is widened between 87th Avenue and 82nd Avenue (we understand that this project is on the 1961 program of the City Engineers Department). It is recommended that approval be obtained from the Board of Governors for the erection of trolley wires and the use of trolley buses on the campus.
4. In addition to the regular bus routes 3, 6 and 23 the following special routes are required:
 - a. One bus originating at Laurier Heights travelling via 142nd Street.
 - b. One bus originating at Calder travelling via 124th Street.
 - c. One bus originating at 118th Avenue and 80th Street and travelling via 118th Avenue and 101st Street. This bus could replace or supplement the #1 Special at present starting at 101 and Jasper.
 - d. One bus originating at Hardisty and travelling via 79th Street and Whyte Avenue.

All these busses would run so as to arrive at 8:20 A.M. on the Campus. Run "a" would return at 4:40 P.M. as at present; the others do not require a return journey.

5. The only way Transit can be made attractive is if the bus brings the student nearer than a car would have done, and if the cost is less than that of a car.

The transit System seems to be willing to provide the service provided it is not a stand-by service. A system of student passes with photograph valid for one term would appear to be the answer (suggested cost \$13 to \$15 per term). If copies of the passes showing addresses are supplied to the ETS, the Transit System can adjust its routes to serve students better.

6. If the Transit System is unable or unwilling to provide the suggested service, consideration should be given to set up our own bus system. Such a system could be set up by leasing or buying buses and using part time drivers. There are several jobs on the campus that could be combined with that of driving a bus.
7. Consideration should be given to build shelters at the main bus stops on the campus.
8. All students should be supplied on registration with a map showing the regular and special transit routes and their timetables. Transit System information should also be sent to prospective students when applications for admissions are sent to them.

VIII. PROPOSALS REGARDING STAFF PARKED

1. Private parking stalls should be provided to:
 - a. All full-time members of the academic staff who apply for them
 - b. Senior non-academic staff in the following order of priority:
 - i. Senior laboratory technicians of rank equivalent to laboratory assistant grade 3 or higher
 - ii. Senior stenographer staff of rank equivalent to secretary grade 4 or higher

iii. Senior staff in operating departments

iv. Senior Caretakers

These stalls should be numbered and be as close as possible to the place of work. The staff permit would have the same number as the stall and it would be illegal (tow-away) to park in other than one's own stall. The charges for private stalls should be \$10.00 for a full year, \$8.00 for a winter session, and \$3.00 for a summer session. Private stalls have the advantage that they are self enforcing. Heater plugs should be supplied at an additional charge of \$5.00. All parking stalls should be available Monday through Friday from 8:00 A.M. to 6 P.M. and Saturday 8:00 A.M. to 1:00 P.M. Separate summer permits should be issued to those staff members having full time teaching or administrative duties. In allocation of stalls note should be taken of the size of the car. In general small cars should be parked in parallel stalls and big cars in angled stalls (this system is only possible with private stalls).

2. Other full-time employees, part-time teaching staff (but excluding graduate students) and staff members who qualify under 1 but only bring their car occasionally to the campus should be provided for in "general staff parking lots". No staff member having a private parking stall should be permitted in "general staff parking" lots.
3. All permits should be of the decal type, colour coded and issued annually. A copy of the application form should be available to the campus patrol giving all pertinent information (license number, stall number, etc.). The permits should be made as attractive as possible in design.

IX. PROPOSALS REGARDING STUDENT PARKING

1. Since the total amount of parking space is unlikely to increase, there will have to be a gradual elimination of student parking of the campus. It is recommended that starting in September 1961 students living within the range of the Transit System be discouraged from using campus parking facilities.

2. However parking space not required for staff or visitors may be allocated for students use until such time as the space is needed for other purposes.
3. It is recommended that a parking lot be set aside for graduate students having teaching duties (graduate teaching assistants). The lot on Saskatchewan Drive would be suitable for this purpose. Full time graduate students should be treated the same way as other students, except that their parking privileges may last longer.

4. It is recommended that the enforcement of parking regulations be maintained and efficient.

SUGGESTIONS

1. Report of the A.T.S.P.A. Committee on Parking 1958.
2. Report of the Students Union Building 1958.
3. Letter from Advisor to the President, dated October 1958.
4. Report by Parking Board on the University of Saskatchewan, March 1961.
5. "Parking" 2000 Population for Greater Victoria Island, Vancouver, B.C., 1971.
6. Student Transportation Study, University of Alberta, 1961.

CONCLUSIONS

1. It is recommended that the University will in future cater to bus transportation for students.
2. It is recommended that the University will only permit student parking insofar as the space is not required for buildings, staff parking or other purposes.
3. It is recommended that the University will provide private parking stalls to those full time staff members that are eligible and apply for them.
4. It is recommended that the enforcement of parking regulations be continuous and effective.

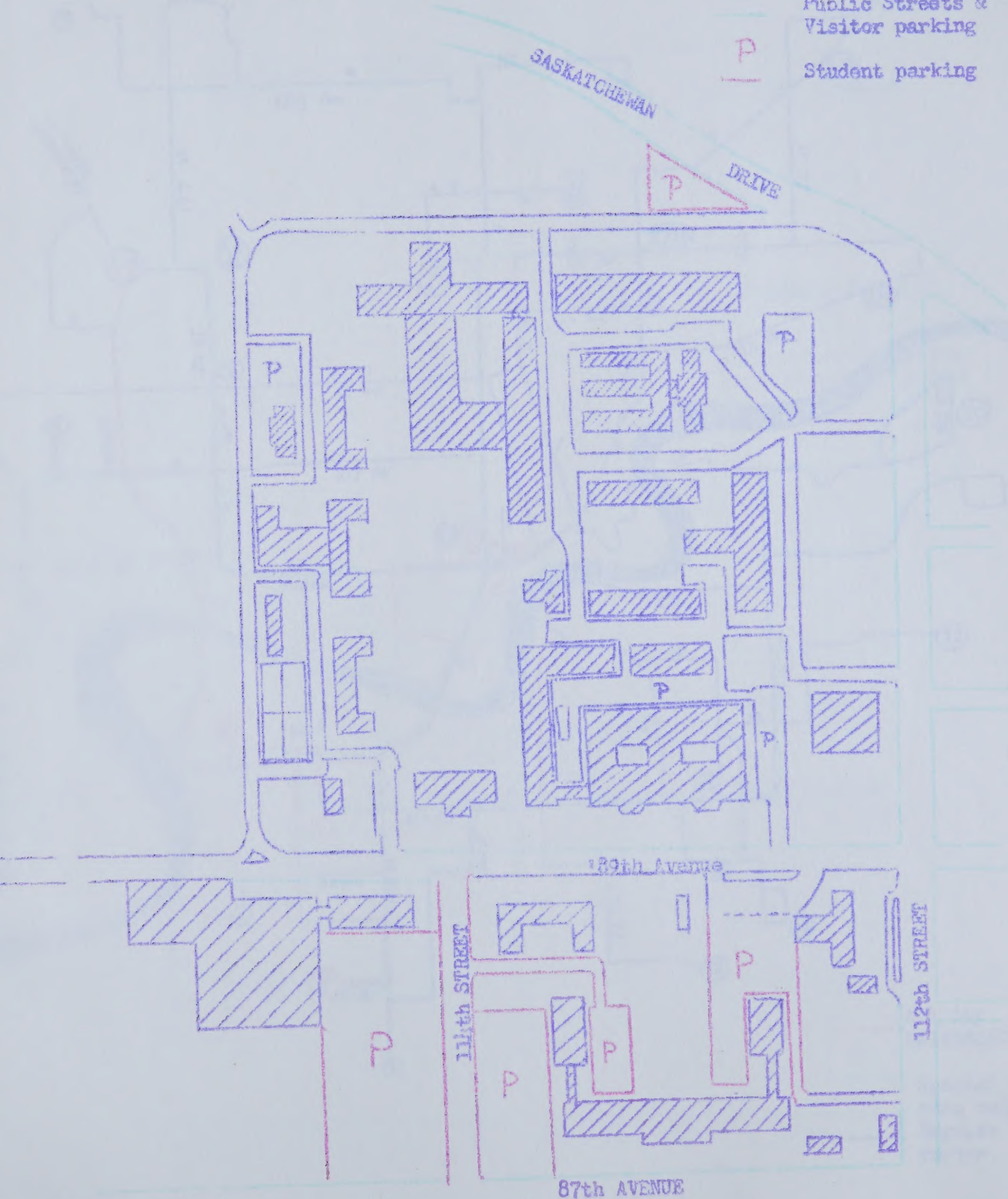
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1. Report of the A.T.S.U.A. Committee on Parking 1958.
2. Report of the Students Union Building 1958.
3. Letter from Advisor to Men Students, dated October 24th, 1960.
4. Report by Parking Committee of the Graduate Students Association, March 1960.
5. "Parking" ENO Foundation for Highway Traffic Control, Saugatuck, Connecticut, 1957.
6. Student Transportation Study, University of Alberta, by Lt. B. H. Wilkinson. March 1961.

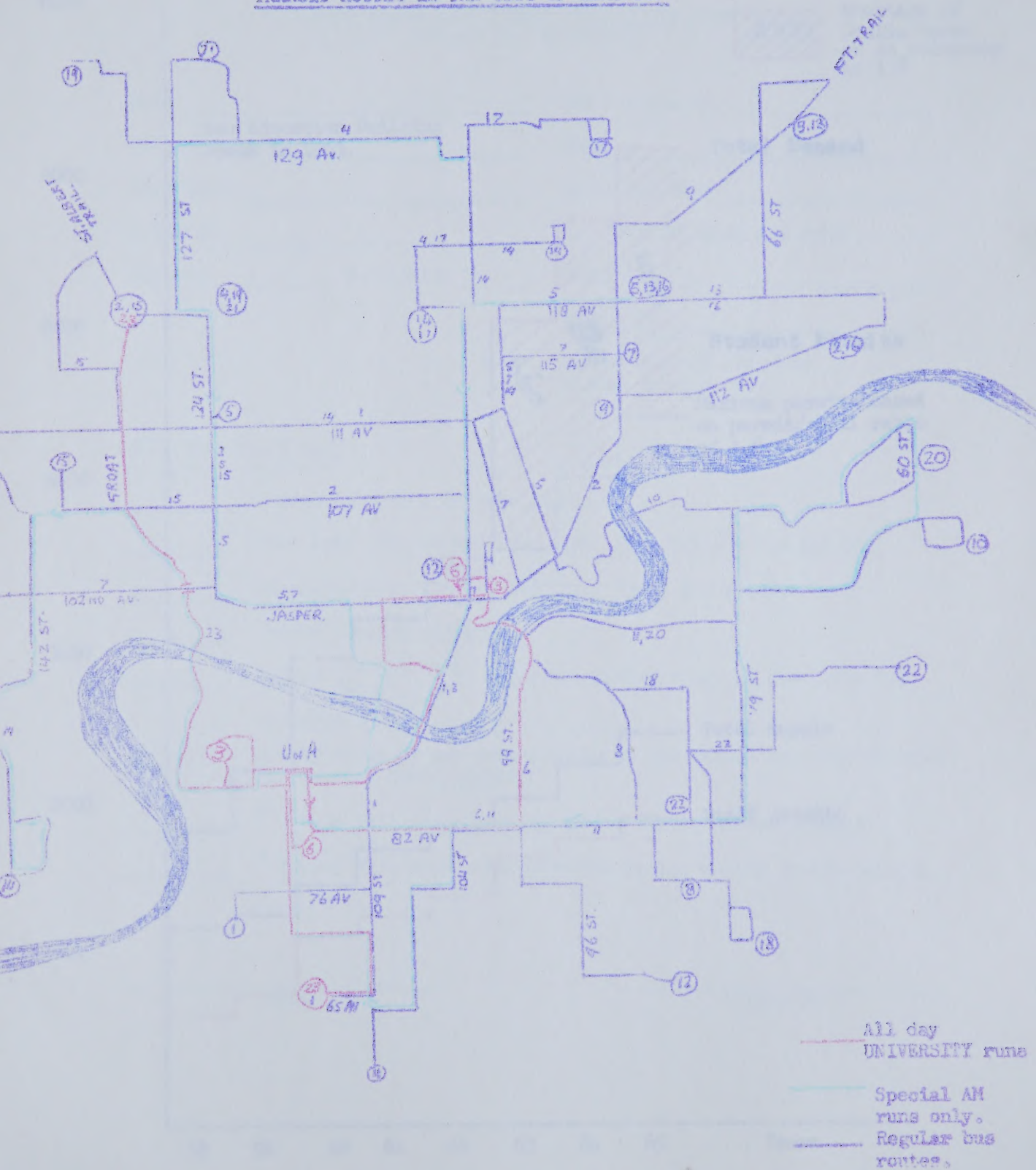
APPENDIX 1

MAP of the CAMPUS in EDMONTON

-  Staff parking
-  Staff parking lot
-  Public Streets & Visitor parking
-  Student parking



TRANSIT ROUTES IN THE CITY OF EDMONTON



APPENDIX 3

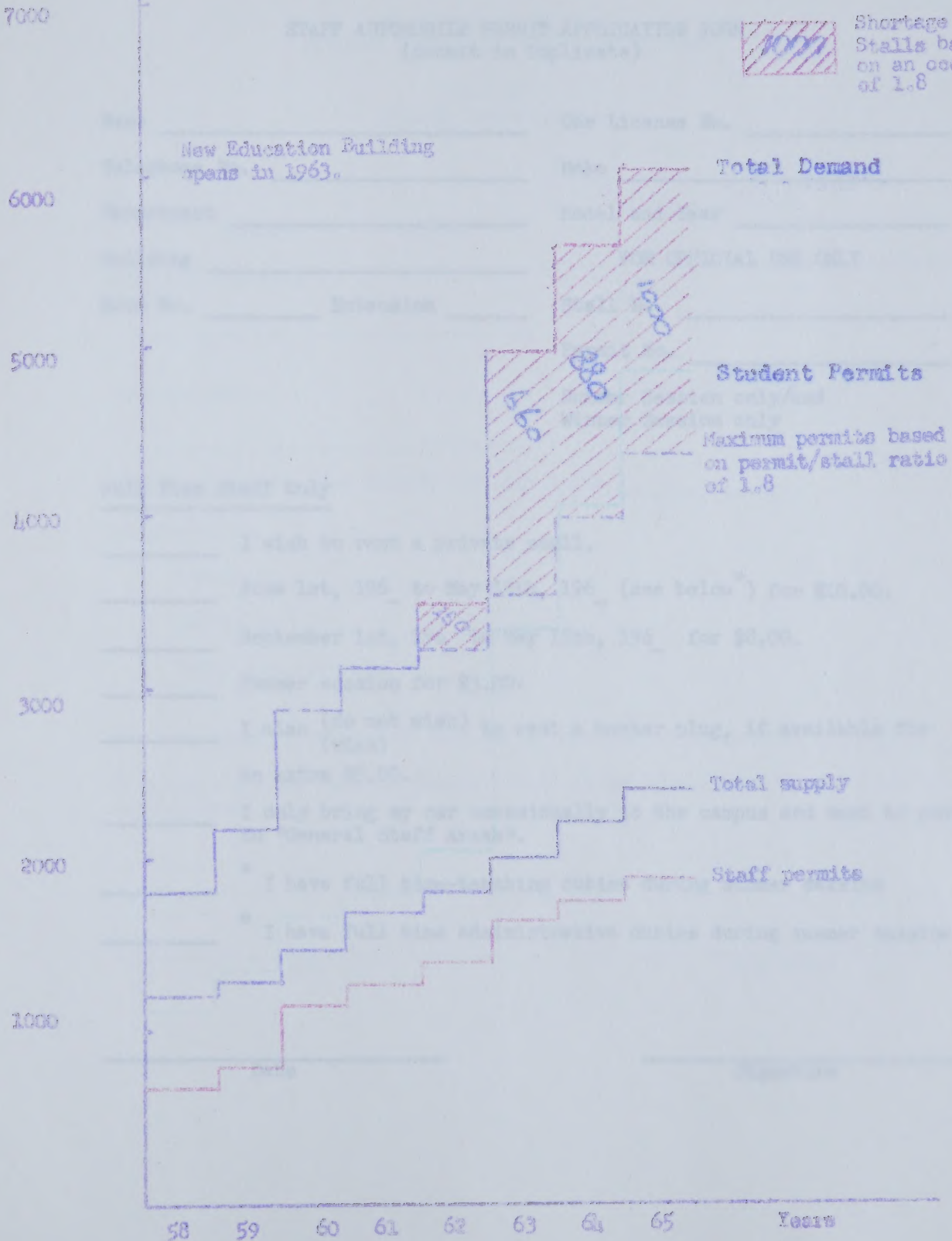
PARKING SUPPLY AND DEMAND

DETERMINATION OF SHORTAGE

STAFF AUTOMOBILE PERMITS ALLOCATION FOR
(Insert in duplicate)

100%

Shortage of
Stalls based
on an occupancy
of 1.8



APPENDIX 4

UNIVERSITY OF ALBERTA

STAFF AUTOMOBILE PERMIT APPLICATION FORM
(Submit in Duplicate)

Name _____ Car License No. _____
Telephone No. _____ Make _____
Department _____ Model and Year _____
Building _____ FOR OFFICIAL USE ONLY
Room No. _____ Extension _____ Stall No. _____
Permit No. _____
Summer Session only/and
Winter Session only

Full Time Staff Only

_____ I wish to rent a private stall.
_____ June 1st, 196_ to May 15th, 196_ (see below*) for \$10.00.
_____ September 1st, 196_ to May 15th, 196_ for \$8.00.
_____ Summer session for \$3.00.
_____ I also (do not wish) to rent a heater plug, if available for
_____ (wish)
_____ an extra \$5.00.
_____ I only bring my car occasionally to the campus and want to park
_____ in "General Staff Areas".
_____ * I have full time-teaching duties during summer session
_____ * I have full time administrative duties during summer session

Date

Signature

APPENDIX 5

UNIVERSITY OF ALBERTA
STUDENT AUTOMOBILE REGISTRATION FORM

1961-1962
(Submit in Duplicate)

Name _____
Surname First

Car License No. _____

Edmonton Address: _____

Make _____

Model _____

Home Address: _____

Number of blocks from nearest ETS bus route _____

Registered in

Faculty _____

School of _____

Year (1st, 2nd etc.) _____

How many days per week will the car be brought to the campus _____

If given a campus parking permit I will abide by all traffic and parking regulations.

Date

Signature

